**Sub-Standard vessels in German ports 2014**

**ships name:** M/V Curitiba  
**IMO number:** 9078220  
**Call Sign:** 3FIP4  
**MMSI number:** 353614000  
**Ship type:** Ro-Ro Cargo (Car carrier)  
**Gross Tonnage:** 47367  
**Keel laying date:** 10.02.1994

**Flag state:** PANAMA  
**Classification society:** Nippon Kaiji Kyokai (NKK)  
**Recognized Organization:** Nippon Kaiji Kyokai (NKK)  
**ISM Company:** Shoei Kisen Kaisha Ltd, Japan  
**IMO no.** 0283610

**Detention port:** Bremerhaven  
**Detention date:** 31.03.2014  
**Detention Duration:** 11 days
M/V Curitiba arrived at Bremerhaven on 31.03.2014 for loading cars.

Last PSC was made four months before with 15 deficiencies, 6 of them ISM related. Due to the open deficiency "internal ISM audit within 3 months" a more detailed PSC-inspection was carried out on the same day.

Statutory certificates issued by Nippon Kaiji Kyokai (NKK) were presented and found all valid until July 2014. The ISM system had been audited by NKK and a valid DOC and SMC was available.

The inspection revealed 25 deficiencies, ten of them ISM related, of which four were considered as ground for detention.

The complete vessel was found in heavily corroded state.

- Most fire flaps on deck not operative - rusted, corroded, bent, holed, without rubber
- Electrical installations found fixed by tape, not insulated, corroded; several lights on deck not working
- Ventilation openings and doors no more weathertight
- Starboard anchor winch fundament corroded
- Aft anchor lights damaged
even if closed not sealed fire flap

so called "completely closed fire flap"

ventilation pipes are showing from inside...

and from outside destroyed foundations.

some flaps were never opened before...

...some others never been closed properly
nearly all flaps were found damaged
also all entrances were heavy corroded
foundation for winches had gone rotten
picture 12: steps and platforms were eroded...

picture 13: ...safety clips on hooks destroyed

picture 14: bolts and bearings on winches worn out

picture 15: navigational lights kept in position by hope

picture 16: historically grown electrical installations

picture 17: self made professional electric installations
In engine room situation was different but not better. Some of the deficiencies found in engine room:

- Insulation of incinerator door partly destroyed
- Level gauges missing or inoperative
- Unsafe electrical installations
- Insulations wetted through oil
picture 22: again a combination of damaged insulation and insulation wetted through oil

picture 23 and 24: also in engine room the electrical installations were found on same safety level like on deck
At the end of the inspection the accommodation was visited. Some deficiencies from this area have been

- Dirty condition of galley and provision stores
- Cold rooms pipes from a/c completely frozen
- No hot water in hospital
- First-aid kids poorly equipped
The vessel was detained at 19:30hrs and flag state administration and RO were informed.

The inspectors agreed that Curitiba was a ship in substandard condition. Several detainable deficiencies from different areas were found so the inspection was suspended.

Nearly two weeks passed before the ISM company invited PSC to continue the inspection of the vessel. The time was used for comprehensive repairs by shipyard and crew and an external ISM audit by RO was implemented.

At the re-inspection on 10.04.2014 repairs and rectification of the deficiencies were verified. The detention was lifted and the ship has been allowed to sail.

After leaving European waters the vessel changed name and owner. Under her new name "VAN IRIS" she is now trading in Asian waters.